

Montana Transportation Commission

April 24, 2008 Meeting

MDT Commission Room
Helena, MT

IN ATTENDANCE

Nancy Espy, Transportation Commissioner, Vice Chairman
D. Winterburn, Transportation Commissioner
Rick Griffith, Transportation Commissioner
Jim Lynch, MDT Director
Jim Currie, MDT Deputy Director
Loran Frazier, MDT Engineering
Tim Reardon, MDT Chief Counsel
Lori Ryan, MDT
Sandra Straehl, MDT Rail, Transit & Planning
Kevin McLaury, FHWA
Anne Pichette, Governor's Office
Paul Dennehy

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OPENING – Commissioner Nancy Espy, Acting Chair

Commissioner Espy called the meeting to order.

Approval of Minutes of the March, 2008 Conference Call and the April, 2008 Conference Call.

Commissioner Espy presented the minutes from the March 2008 Conference Call and the April 2008 Conference Call. There were no additions, deletions, or changes made to the minutes.

Commissioner Griffith moved to adopt the minutes as presented. Commissioner Winterburn seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 1: Outdoor Advertising.

Tim Reardon addressed the Commission. Madam Chair and Commissioners if you remember in February you heard the appeal from the Hearings Examiner's Order in the Matter of Todd Reier. Mr. Reier had a couple of sign permits down in Gallatin County that MDT determined were out of compliance and recommended they be revoked. They had a Hearing in front of the Assistant Attorney General who issued a Proposed Order for the Commission, some extensive Findings, and recommended that the permits be revoked. You heard the oral arguments from Mr. Hanson and Carol Grell Morris. Reier and his counsel appealed to the District Court in Gallatin County and they have filed a request with this Commission asking that you stay that one portion of your Order that ordered the sign structures themselves to be removed. They are not using the sign structures at all; there is no advertising taking place. We are monitoring that through out OAC Program. I sent you copies of their request

but they've invested what they claim is in excess of \$40,000 on the structures. If they are successful in their Appeal with the District Court and we take them down, we are going to end up having to pay to put them back up. So they are asking that you stay that portion of the Order directing that the structures themselves be removed pending the District Court decision. As long as they continue to not advertise and not use the structures, my recommendation to you is to go ahead and just grant the stay.

I can tell you that the District Court case is moving forward; we've already got a Pre-hearing Conference scheduled by the Judge I think in May. So I'm assuming this is going to be done on briefs. Judge Brown in Gallatin County is going to consider the case. I think it will move relatively quickly and, one way or the other, we'll have this resolved. I don't think the request is unreasonable; frankly if the Commission denies it my guess is the Court is going to issue a stay in any event. Typically the stay is granted simply to preserve the status quo and as long as they are not advertising and not using the structures, in essence the Revocation of Permit is still in effect. So we just physically have this structure sitting there for right now. My recommendation would be to go ahead and issue the stay.

Commissioner Winterburn asked if the Commission could say "if this is ever used for advertising, it will have to be removed immediately" or something like that? Tim Reardon said yes, we can modify it, we can add a sentence to the Order that if they violate the terms of this stay the department will immediately take whatever steps necessary to remove the structures; that is easy enough to do. I don't think there is going to be a problem; they've been pretty straight with us so far.

Director Lynch said you are asking if we can have them agree that if they violate this stay then the department can remove the signs. Tim Reardon said yes, we can have them agree to that. Director Lynch noted that if they violate it, then we've got to go out there and this way it's an agreement. He asked if we kind of going overboard? Tim Reardon said they've been pretty straight up to now. As soon as you issued your Order, they had some advertising on the signs and it came down. Our OAC people check this fairly regularly. He said he would be surprised if there wasn't an Order from the District Court by mid-June and noted it was moving pretty quickly. Judge Brown doesn't seem to want to mess with this very long; he wants to get to it and do it.

Question: Just looking at this from a legal standpoint, by the Commission not requiring them to take it down, can this in the future be used as leverage for someone to say "you didn't even have faith that you were going to win, so you let it stand." I'm looking for an angle where they could come back at some point and say "you didn't even think that you were going to win, so you left them up because you knew you were going to lose." Tim Reardon said no, he didn't feel that was the case at all. The Order would simply be part of the record. It is simply going to say "pending disposition by the District Court." Commissioner Winterburn said she understood they didn't want to spend their money and take it down and we don't either. Director Lynch said the department didn't want to spend the department's money to put it back up. Tim Reardon said he didn't think they would prevail and we will be in the same place in about 60 days; the issue and response is pretty straight forward. When the District Court looks at a case like this it is simply to see if the Commission abused its discretion in any way. Did the Commission not consider all the evidence? And I don't think there is an issue there. Did the Commission somehow violate the law procedurally and substantively in revoking the permits? And I don't think there is anything there. I've been wrong before and after 35 years I've learned to never be surprised at what judges do, but I feel pretty comfortable about this.

Commissioner Griffith moved that the Commission concur with the recommendation of Counsel and allow the Stay provided that no additional

advertising appear on the signs and if so the signs are to come down. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

The motion passed unanimously.

Agenda Item 2: Enhancement Program on MDT Right-of-way: Street Scape – West Yellowstone.

Sandra Straehl presented the following to the Commission.

Background: The Commission approves Community Transportation Enhancement Program (CTEP) projects that are located on or adjacent to state designated streets and roads. The following CTEP project is funded with the enhancement set-aside of the Surface Transportation Program that is allocated by population to Montana's local and tribal governments. The communities select projects for funding with their allocations and provide required non-federal match. The program is based on an agreement between MDT and Montana local and tribal governments.

This enhancement project will design and install historic streetlights, irrigation system and the placement of brick pavers over the service trenches in the sidewalks along Canyon Street (NH-50) in the town of West Yellowstone. The project will include the installation of historic street lights, natural landscaping, irrigation system, and brick pavers over service trenches on each side of Canyon Street (NH-50, approximate reference point 0.05 to 0.369). The enhancements will begin at Firehole Avenue and extend south along both sides of Canyon Street to the junction with Yellowstone Avenue then East to the intersection with Boundary Street.

The estimated total cost of the project is \$48,878 consisting of \$3,623 for construction engineering and \$39,922 for construction and \$5,333 of indirect costs. Gallatin County CTEP allocation and local match will be the funding sources for this project. Including this project, Gallatin County will have obligated \$2,178,056 of the \$2,187,544 made available over the life of the CTEP Program.

Summary: This agenda item is for an enhancement project that is on or adjacent to state NH-50 in the town of West Yellowstone and is being proposed for commission approval using CTEP allocations for Gallatin County.

Staff recommends that the commission approve the addition of this project to the program.

Commissioner Griffith moved to approve the Street Scape – West Yellowstone. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

The motion passed unanimously.

Agenda Item 3: Construction Project on Urban Highway System: City of Billings

Sandra Straehl said Agenda Item 3 is also a planning agenda item. This is to seek concurrence from the Commission to allow the City of Billings to award a major construction project on a state-designated route. This particular project is valued at over \$1,000,000. There is no federal or state money in this project that we are aware of although some Fuel Tax monies could be part of the package but nothing that is being mandated or administered by MDT. The project is on South Billings Blvd which is Urban Route 1033 from north of Midland Road to north of King Avenue

and then on King Avenue from west of South Billings Blvd to East Orchard Road. He noted there was a pretty clear map attached to the agenda item that described the location of the project. The project will be adding capacity. There will be signal improvement and improved turning radii. The action would be to grant or delegate your authority to the City of Billings to let, award, and administer the contract. That would be pending concurrence of the design standards through our Chief Engineer. Staff recommends the Commission delegate its authority to let, award, and administer the contract for this project to Billings, pending concurrence of MDT's Chief Engineer.

Commission Griffith asked if it was Urban Funds. Sandy said no it was local funding. I'm not certain they are not using some Fuel Tax funding that is allocated to the cities as part of their funding package but there is no money that we administer – no Urban Funding and no State funding will be administered. Commissioner Espy asked if funding was from the Urban package. Sandy said no it is not federal aid urban and not federal urban – it's not federal money in any way and it's not our State Funding Construction Program nor do we have any match involved. This is local money but it is on a system that is designated by the Commission. So in order for them to move forward the Commission needs to delegate your authority to them to award and administer the project. Commissioner Espy asked if our Chief Engineer would be overseeing it. Sandy said our Chief Engineer would have to approve the design package and it is probably going to be delegated to the district level. They have to make sure the design and the construction processes and practices are consistent with our design standards and our construction standards but it will actually be administered by the City of Billings and it would be contracted labor. They will bid the package and they will administer the package

Commissioner Griffith moved to approve the Construction Project on Urban Highway System: City of Billings; pending concurrence of the MDT Chief Engineer. Commissioner Griffith seconded the motion. All three Commissioners voted aye.

The motion passed unanimously.

Agenda Item 4: Speed Limit Recommendation for Commission Action Resubmitting US 2 – Fort Belknap Agency

Loran Frazier presented the speed limit recommendation for US 2 at Fort Belknap. There was a request from the local Community Council to look at the 70 mph speed zone. We propose lowering an area shown on the map (referring to graphic) at station 48+00 on the project FAP 1529 (US 2), which is about the beginning of the right turn lane continuing east to station 17+00, about 550 feet east of the intersection with MT 66. It goes with logical breaks in the road for turn lanes and other things in the community. We have a letter of concurrence from the Tribe and from the County Commissioners. Staff would recommend you approve the speed limit.

Commissioner Griffith moved to approve the Speed Limit Recommendation for Fort Belknap Agency. Commissioner Winterburn seconded the Motion. All three commissioners voted aye.

The motion passed unanimous.

Agenda Item 5: Speed Limit Investigation Recommendation for Commission Action – Secondary 417, Toole County

Loran Frazier presented the speed limit recommendation for Secondary 417 in Toole County. The County Commissioners requested a speed limit study be conducted between milepost 7.8 and 11.3. We looked at that and we recommend a 60 mph speed limit beginning at milepost 5.55 and continuing south to milepost 11.2, an approximate distance of 5.65 miles. It's a little bit longer than what they asked us to look at but after review that is our recommendation. That was presented to the County and they concurred. We have a letter of concurrence from Toole County. Staff recommends that you approve the 60 mph speed limit as proposed.

Commissioner Griffith moved to approve the Speed Limit Recommendation for Secondary 417 – Toole County. Commissioner Winterburn seconded the motion. All three commissioners voted aye.

The motion passed unanimous.

Agenda Item 6: Speed Limit Recommendation for Commission Action – Custer Avenue, Helena.

Loran Frazier presented a speed limit recommendation for Custer Avenue in Helena. There was a request from the City of Helena to look at Custer Avenue from McCue Drive over to the City Limits out by Kelleher Lane which is by Costco. Current speed limit through that section is 50 mph. Our recommendation is to place a 40 mph speed limit from McCue Drive to a point about 300 feet east of the intersection with Kelleher, an approximate distance of about 1.5 miles. We presented this to the City and we have a letter of concurrence from them. Staff would recommend you approve the speed limit as presented.

Kevin McLeary said in looking at the various speed requests through here, there seems to be a step-down in speeds on this one as opposed to the one approved for Fort Belknap which went from 55 mph to 70 mph. He noted that was a pretty good gap. He asked if there was a typical variance from one speed to the next before a step down is typically put in. Loran Frazier said it had to do with roadway traffic and site characteristics. Regarding the 70 mph speed zone the same instance occurs just west of Helena on Hwy 12, we place the “speed zone ahead” with a warning arrow ahead of the 55 mph. Kevin McLeary noted that someone could see that as a speed trap – you’re at 70 mph and all of a sudden its 55 mph. Local law enforcement could be cleaning up on something like that. Again he asked if there was a step-down provision that is typically put in place when there is more than a 15 mph variance. Loran Frazier said it was just like out at Elliston where you go from 70 mph to 45 mph – there is a “reduced speed ahead” sign that tells you there is a reduction in speed ahead and gives you ample time to slow down. Director Lynch said from the feedback MDT has gotten the warning sign is much better to let people know that there is a reduced speed coming.

Commissioner Griffith moved to approve the Speed Limit Recommendation for Custer Avenue in Helena. Commissioner Winterburn seconded the motion. All three commissioners voted aye.

The motion passed unanimous.

Agenda Item 7: Speed Limit Recommendation for Commission Action: MT 86 – Bridger Canyon Road.

Loran Frazier presented the speed limit recommendation for Commission action on MT 86, Bridger Canyon Road. We were asked to do the study on Bridger Canyon Road. Our recommendation is a 60 mph speed limit beginning at station 104+00

continuing north of milepost seven, an approximate distance of about four miles. We presented that to the County and we have a letter from the county concurring with our recommendation. Staff would recommend the Commission approve the proposed speed zone as presented.

Commissioner Griffith moved to approve the Speed Limit Recommendation for MT 86 – Bridger Canyon Road. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

The motion passed unanimous.

Agenda Item 8: Speed Limit Recommendation for Commission
Action: Interstate 315 – Great Falls

Loran Frazier presented a speed limit recommendation for I-315 in Great Falls. This begins at 10th Avenue South as you come off of I-15. Our recommendation is to keep the 55 mph speed limit that it is signed for now but has never officially been adopted. Our study shows that 55 mph is the appropriate speed limit; we would like to make that official. It is from station 539+00, the beginning of I-315 continuing east to station 30+00, an approximate distance of 3,100 feet where it turns into an existing 45 mph speed zone. We presented that to the City and they concurred. Staff would recommend you approve the 55 mph speed limit on I-315.

Commissioner Winterburn moved to approve the Speed Limit Recommendation for Interstate 315 – Great Falls. Commissioner Griffith seconded the motion. All three Commissioners voted aye.

The motion passed unanimous.

Agenda Item 9: Speed Limit Recommendation for Commission Act:
US 2 – Columbia Falls West

Loran Frazier presented the next agenda item for a speed limit recommendation for US 2, Columbia Falls West. This area has been receiving quite a bit of attention from MDT in the last few years with the citizens. We reviewed it and we recommend a 45 mph speed limit beginning at station 332+00, about 100 feet west of Veterans' Drive continuing west to station 279+00, 200 feet west of Large Hill Road, an approximate distance of 5,300 feet. This was presented to the City Council in Columbia Falls and they concur with the 45 mph speed limit. Staff would recommend you approve the speed zone as presented.

Commissioner Griffith moved to approve the Speed Limit Recommendation for US 2 – Columbia Falls West. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

Agenda Item 10: Speed Limit Recommendation for Commission
Action: MT 200 - Lindsay

Loran Frazier presented the proposed speed limit recommendation on MT 200, Lindsay. Dawson County officials requested us to look at the speed limit. We did our study. We recommend instead of the 70 mph statutory speed limit, that we place a 55 mph speed limit beginning at station 1356+00, about 200 feet west of the intersection of First Street and continuing west to station 1383+00, about 800 feet

east of the intersection with Secondary 470, an approximate distance of 2,700 feet. We presented our findings to the Dawson County Commissioners and we have a letter of concurrence. Staff would recommend you approve the speed zone as presented for Lindsay, MT 200.

Commissioner Griffith moved to approve the Speed Limit Recommendation for MT 200 – Lindsay. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

***Agenda Item 11: Speed Limit Recommendation for Commission
Action: Secondary 204 – Dodson South***

Loran Frazier presented the proposed speed limit recommendation for Secondary 204, Dodson South. The Town of Dodson requested that we look at the speed limit on Secondary 204 near a school, a playground, and nearby residences. We did our study and recommend keeping the statutory 25 mph speed limit within the Dodson urban district and placing a 45 mph speed limit beginning at station 329+00, which is about 150 feet south of the intersection with 4th Street and continuing south to station 314+00, an approximate distance of 1,500 feet. We presented this to the Town of Dodson and they concurred with our request. In their letter they also requested some stop signs and some other items. Staff would recommend you approve the speed zone as presented for the Town of Dodson basically extending the 45 mph speed limit.

Commissioner Griffith moved to approve the Speed Limit Recommendation for Secondary 204, Dodson South. Commissioner Winterburn seconded the motion. All three commissioners voted aye.

Motion passed unanimous.

***Agenda Item 12: Speed Limit Recommendation for Commission
Action: MT 3 – Billings Northwest***

Lori Ryan stated that Yellowstone County Commissioner Bill Kennedy wanted to be contacted by phone for the presentation of this agenda item. She then placed a conference call to Bill Kennedy. Bill Kennedy thanked the Commission for placing him on a conference call.

Loran Frazier presented the speed limit recommendation for MT 3, northwest of Billings. The County Commissioners requested a speed study from the intersection of Airport Road going up to the intersection of Apache Trail. We did our study and the results are in your report. At first blush we looked at it and stated that the speed zone was functioning the way it was posted now which is 60 mph. We looked at it further realizing the community wished to lower it. We came back with a recommendation of 50 mph speed limit beginning at station 222+00 at milepost 3.5 continuing west to station 375+00, about 700 feet west of the intersection of Zimmerman Trail, an approximate distance of 15,300 feet. We did present this to the County. The County looked at it and respectfully requested that instead of the 55 mph that it be lowered to 50 mph. We've discussed this quite a bit amongst staff and in looking at the procedures we have and studying that with the engineering field, that was just a little bit less than what we could go. So our recommendation to you is 55 mph. The County does request 50 mph. And Bill Kennedy will speak to that request.

County Commissioner Bill Kennedy stated the County Commissioners had requested a speed study because of numerous accidents and a fatality up on Airport Hwy 3 from the Airport to Zimmerman Trail. There are a lot of the new subdivisions that are going up and we have another new subdivision going in with about 80 more homes in that area. Because of the fatality and because of the numerous accidents we've had, we looked at all of the data and it doesn't seem like much of moving down five mph but if it is set at 55 mph they will be traveling about 65 mph. If it's at 50 mph we will probably see people traveling between 55-60 mph. We are just getting so much traffic up there. The original request was to get it down to 45 mph from the petition and requests from people who live along Hwy 3 that drive it every day. So we're asking the Commission to look at this. We feel that the additional five mph will be able to last until a future date; we'll probably be back in less than five years trying to adjust the speed limit again as more and more people move up there and as the traffic gets even heavier than it is now. Mr. Kennedy said they were also seeing the possibility of connecting with an inner-belt loop but that will be a few years out. We are seeing more and more with the Zimmerman Trail Connection which connects King Avenue all the way up to Rimrock Road right up to Zimmerman Trail and up to Hwy 3. With that we have seen an influx over the last year and half with more and more cars going up over the top.

Commissioner Winterburn asked what the engineering situation was and why MDT did not want 50 mph on that road. Loran Frazier said that looking at the traffic volume which drops down quite a bit at Zimmerman Trail and the speeds. As we did our speed study out there, most of the people are traveling at 60 mph or above and we felt we were really reaching to go to 55 mph. The practices in the traffic engineering world with speed zones is to look at the 85th percentile and the pace people are driving it now, and we weren't comfortable making a recommendation that low. Commissioner Winterburn asked if they found it to be hazardous to make them slow down or did you think it would be hard to enforce it. Loran said the goal of the study was to have an enforceable speed limit, and that is where they come up with the 85th percentile – that is under the assumption that everybody out there is a prudent driver and they are driving according to the road conditions. Commissioner Espy said she drives that route quite often and concurred with Bill, driving it I know what he is saying is correct – you do go faster than the speed and maybe if we do put it at 50 mph, then they'll only be doing 60 mph. I think it is very important. We go to Billings a couple of times a month and from one two weeks period to the next, there is something new going up. I would support this personally.

Commissioner Griffith moved to concur with the County's request for a 50 mph speed limit for MT 3 Billings Northwest. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

Agenda Item 13: Speed Limit Recommendation for Commission Action: Secondary 430 – Canyon Ferry Road East (MP 0.0 – MP 9.5)

Loran Frazier presented the speed limit recommendation for Secondary 430, Canyon Ferry Road East from milepost 0.0 to milepost 9.5. We've experienced some growth out on Canyon Ferry Road and we do have a construction project coming up in that area. In reviewing the speed limits requested by Lewis and Clark County, we recommend a 60 mph speed limit starting at station 4+00, about 400 feet east of the intersection with York Road continuing east to station 28+00 which is the end of the reconstruction project that was done 8-9 years ago, an approximate distance of one and a half miles. Then from there at the end of that project going to a 45 mph speed limit at station 28+00 continuing east to station 166+00, about 600 feet east of the

intersection with Lake Helena Drive an approximate distance of 3.14 miles. Then from there a 60 mph speed limit at station 166+00 of county construction continuing east to station 422+00, a distance of approximately 4.9 miles. There is a hill on Canyon Ferry Road just past Lake Helena and the 60 mph speed limit would be running about 600 feet up that hill out about 4.9 miles towards the Glass Slipper. Our initial recommendation was 60-50-60 but further review and looking at what is going on out there, we adjusted our recommendation down to 45 mph. I also drive that road every day and that is about what everybody is driving it at. We have a concurrence from Eric Griffin, the Public Works Director for Canyon Ferry. Staff would recommend the Commission recommend the proposed speed zone of 60-45-60.

The question was asked how far beyond Lake Helena Drive does the 45 mph speed limit extend. Loran Frazier said it extended 600 feet. The question was asked if the recommendation followed the 85th percentile. Loran said it followed it mostly; in between Wiley and Lake Helena Drive we are a bit below the 85th percentile but we've got the pace so it follows the 85th percentile. The 85th percentile are running around 53-54 mph in one direction in the one spot and 61 mph in the other direction. Someone noted they lived in that area and said there have been a lot of difficulties in that particular area and some bad accidents and this is a good idea. The question was asked – on the west side coming from town it is 60 to 45 mph, was there any discussion about raising the speed limit to 60 mph in that mile and a half on the west section and then drop it to 45 mph, or was it easier just to go 45 mph all the way through there. Loran said the reconstruction section is rural, there are hardly any approaches; it's a mile and a half long, and 60 mph seemed to be a good speed for that area. Again we will have the advanced warnings and there is a 4-way stop at Wiley. I believe the 45 mph speed starts right at Water Driver. Commissioner Winterburn said there will be a lot more development out there. There are businesses right along that stretch and it has always been a terrifying intersection so it probably a good idea to slow down.

Commissioner Winterburn moved to approve the Speed Limit Recommendation for Secondary 430, Canyon Ferry Road East (MP 0.0 – MP 9.5). Commissioner Griffith seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

Agenda Item 14: Speed Limit Recommendation for Commission Action: Colonial Drive & South Frontage Road

Loran Frazier presented the speed limit recommendation for Colonial Drive and South Frontage Road. This is for a recently completed project. Currently there is a 35 mph speed limit sign and 45 mph speed limit sign that were put up during construction. We did a speed study on that and this recommendation would leave the speed limits in place that were set during construction. We recommend a 35 mph speed limit beginning at the intersection with 11th Avenue continuing east and south to station 129+60, a distance of 1.25 miles, then a 45 mph speed limit beginning at 129+60 on our interchange project continuing south to station 115+60, an approximate distance of .9 mile, and then joining the 55 mph speed limit at station 115+60 continuing south to the intersection with Montana City, which is 2.7 miles. We have a letter of concurrence from Jefferson County. We had a letter from the City of Helena, which was a little confusing, but basically they would like the 35 mph speed limit extended further than we are recommending. They would like the 35 mph speed limit to go to the roundabout on our interchange. The reason is they feel it will develop in years to come and they would like to lower the speed limit now ahead of the development. Our recommendation is to keep it the way we have it signed now and when that development happens we will come back and look at the

speed limit then. There isn't a lot out there now, how fast it will grow we don't know; it may be one year or two years and we have time to react. Commissioner Winterburn asked why they would not want to do this now. Loran said the speed limit would be set for the road conditions that are out there now; we'd be putting up a speed limit that would be lower than people are driving. One of the goals is to have an enforceable speed limit and we do have the authority that when development happens quickly, we can place a temporary speed zone and bring it to the Commission meeting. Commissioner Winterburn asked if it was easier to do that then or is it better to get them to drive slow now and get used to it. Loran said it was a good philosophical question. (recording ended)

Commissioner Griffith moved to approve the Speed Limit Recommendation for Colonial Drive & South Hills Frontage Road. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

... RECORDING ENDED HERE...

Agenda Item 15: Letting Lists

Commissioner Winterburn moved to approve the Letting Lists. Commissioner Griffith seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

Agenda Item 16: Certificates of Completion January & February

Commissioner Griffith moved to approve the Certificates of Completion for January and February. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

Agenda Item 17: Project Change Orders January & February

Commissioner Griffith moved to approve the Project Change Orders for January and February. Commissioner Winterburn seconded the motion. All three Commissioners voted aye.

Motion passed unanimous.

Agenda Item 18: Liquidated Damages

NH 57-6(11)280 - Circle SE

STPP 51-1(3)0 - Junction MT 200 S – Northeast

IM 90-2(105)94 – 7KM East of Frenchtown

STPHS 57-7(7)(18)327 - 2002 Signals E of Glendive

STPP 57-7(19)326 - Business Loop, Glendive

STPP 98-1(4)0 - Business Loop Glendive

IM 94-6(949)191 - Dawson County Line - NE

SPS 248-2(5)12 - East of Glentana – East
SFCS 248-6(7)27 - Peerless – East
NH 61-3(23)45- Grass Range – North
NH 50-1(25)4 - Jct US 287 – N & S
NH 50-1(26)0 - West Yellowstone – North
STPP 46-5(2)51 - Sportsman's Campground

No action required.

Agenda Item 19: Commission Discussion

Agenda Item 20: Public Comment

Agenda Item 21: Next Commission Meeting

Adjourned:

Commissioner Espy, Acting Chair
Montana Transportation Commission

Jim Lynch, Director
Montana Department of Transportation

Lori K. Ryan, Secretary
Montana Transportation Commission